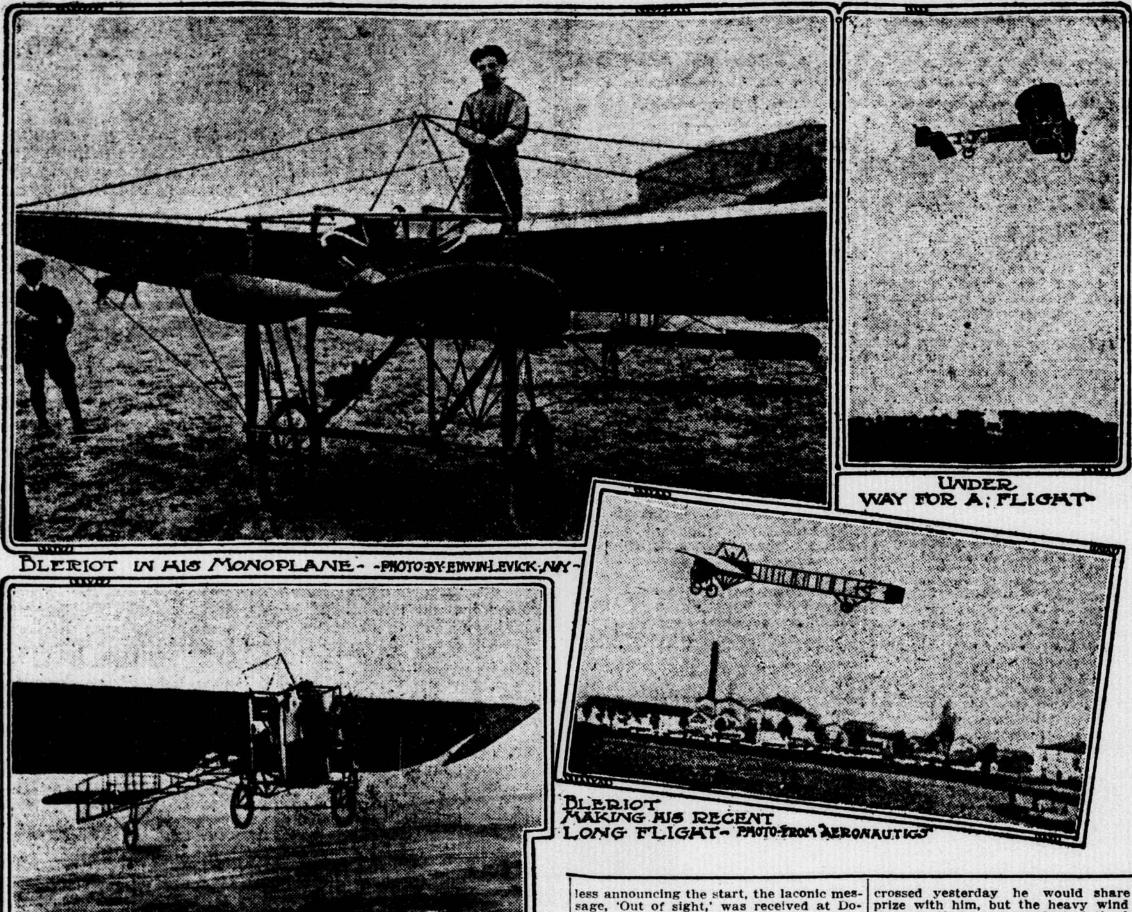
THE MONOPLANE WHICH CARRIED BLERIOT SAFELY ACROSS ENGLISH CHANNEL



OWN STORY OF FLIGHT

Bleriot Dared Stormy Weather and Made High Speed.

NOWHERE FOR 10 MINUTES

Out of Sight of Life or Land Suspended in Air.

ALL OVER IN HALF AN HOUR

Aeroplane Is Slightly Damaged in Heavy Drop to Land-Could Have Made Return Trip.

LONDON, July 26.-Louis Bleriot, the first man to cross the English channel in an aeroplane, winning the Daily Mail prize of \$5,000, tells the story of his exploit, which ended with his landing at Dover yesterday morning, as follows: "I had decided to attempt the flight at the earliest opportunity that offered. My past experience had been that the early morning was the best time, as the wind

was steadiest then. "I got up at 2:30 in the morning in order to be ready, though I was not feeling well, my foot being painful. I motored from Calais to Les Baraques with a friend, M. Le Blanc, to see that everything was in readiness with the mono-

"As the wind kept steady I had the monoplane taken out of its temporary garage and on to the plain of Les Baraques, where at 3:30 I made a short trial flight. The monoplane flew perfectly, so I made up my mind to start at

Waited for Sun to Come Out. "I waited for the sun to come out, the

conditions of competition for the Daily Mail prize requiring that I fly between sunrise and sunset. At 4:30 daylight had come, but it was impossible to see the coast. A light breeze from the southwest was blowing and the air was clear. "Everything was prepared. I was dressed in a khaki jacket, lined with wool for warmth, over tweed clothes and beneath my engineer's suit of blue cotton overalls. A close-fitting cap was fastened over my head and ears. 'I had neither eaten nor drank any thing since I rose, my thoughts being

Starts at High Speed.

"At 4:35 o'clock my friend Le Blanc gives the signal, and in an instant I am in the air, my engine making 12,000 revoder that I may get quickly over the tele- and the time thirty-three minutes. graph wires along the edge of the cliff. "As soon as I am over the cliff I reduce

the engine. I begin my flight toward the coast of England. I have no apprehension, no sensation. The torpedo boat sees me and makes perhaps forty-two kilometers per hour. What matters, I am making at least sixty-eight kilometers. "Rapidly I overtake her, traveling at a height of eighty meters. Below me the sea surface is disturbed by the wind, which is now freshening, and the motion of the waves beneath me is not pleasant. passed the destroyer, and I turn my head to see if I am proceeding in the right

Leaves Destroyer Behind.

"I am amazed that there is nothing to be seen, neither the torpedo destroyer nor France nor England. I am alone. I can see nothing at all. For ten minutes I am lost. It is a strange position to be alone. guided without compass in the air over the middle of the channel.

"I touch nothing. My hands rest lightly on the levers and I let the aeroplane take its own course. I care not whither it goes, For ten minutes I continue, neither rising nor falling nor turning, and then, twenty minutes after I left the French coast. see the green cliffs of Dover Castle and away to the west the spot where I had in-

Airship Conquers Wind.

"What can I do? It is evident that the wind has taken me out of my course. I am almost at St. Margaret's bay, going in the direction of the Goodwin sands. tion in which I have been traveling.

here by the cliffs is much stronger and my speed is reduced. As I fight against it my beautiful aeroplane responds. Still I fly steadily westward, chopping across the harbor, and reach Shakespeare cliff.
"I see an opening in the cliff. Although I am confident that I can continue for an hour and a half and that I might, indeed, return to Calais. I cannot resist the desire

EDIOTS MONOPLANE IN FLIGHT-

cult I ever made.

"When I get into the valley between Dover Castle and the opposite hill I meet troublesome wind. I circle around twice to ease the descent, but alight heavier than I anticipate and the monoplane is damaged. It can be repaired in

height of twenty meters. In two or three seconds I am safe upon the shore. 'Soldiers in khaki run up and a policeman and two of my compatriots are on the spot and kiss my cheeks. The conclusion of my flight overwhelms me. "Thus ended my flight across the chan-The flight could be easily done

"Shall I do it? I think not. I have promised my wife that after a race for which I have entered I will fly no more.' Mme. Bleriot's pleading with her husband to abandon his dangerous occupation was fortified by the fact that they

Sleeping Dover Failed to Witness Air Flight

DOVER, England, July 26.-England

of Britain's hereditary foes, has flown over A gale was blowing during the night, the channel and has landed on this shore, and the weather forecasts promised a All the guns on all the warships and in strong wind and squalls in the morning. all the fortresses would have been impotent to halt or stay the friendly invasion.

He crossed the channel in thirty-three minutes, twice as swiftly as the fastest mail boat makes the passage. His speed averaged more than five miles an hour; sometimes it ap- mysterious stranger was joking. proximated sixty miles. He kept about 250 feet above the sea level, and for ten ing, the spot which the newspaper under minutes, while about midchannel, was whose auspices the flight was made had out of sight of both coasts and the chosen, on the high ground back of the French torpedo destroyer Escopette, city, but he selected a cup-shaped depreswhich followed him, with his wife and sion, called the North Fall Meadow, two riends aboard.

miles an hour and the sea was choppy. garment of drilling, impervious to the wind, which covered him from the top of his head to his feet, only his face only upon the flight and my determination showing. He wore also a cork lifebelt. The time of the flight was the more marvelous because Bleriot flew four or what looked like a great white moth five miles out of the direct course and gilded over their heads as fast as a train had to fly five miles parallel with the English coast from St. Margaret's bay to Dover. So the whole length of his of Dover Castle, swooped around twice in flight was the breadth of the channel, broad curves and disappeared. lutions, almost the highest speed, in or- about twenty-two miles, plus five miles,

Wins \$5,000 Prize.

By his achievement M. Bleriot won the English channel and stole a march on the great event for which they had his rivals, Hubert Latham and Count de waited so long. make the attempt vesterday.

white-winged birdlike machine with loud-I drive on for ten minutes more. I have ly humming motor swept out from the

A calm rFenchman, Louis Bleriot, a portly and red-mustached man of thirtyseven, descended from the saddle of this, the first aeroplane to cross the English channel, limping on a bandaged foot. He had burned it with petrol on an earlier flight on the French seacoast.

Immediately two compatriots, who had been waving a big tricolor flag as a sig- | landing. nal for the landing place, fell upon Bleriot enthusiastically, embracing him, shouting and pounding him on the back. They, with a few soldiers and others who happened by chance to be on the scene. were the only persons to witness the finish of this most remarkable feat. A witness of the landing thus describes

Soared Like Gigantic Hawk.

"Very early in the morning a wireless message was received from Calais that Bleriot intended to make the flight. Then in quick succession came the news that Now it is time to attend to the steering. he had left land, that he was flying high and was fast making Dover. It was ex-I press the lever with my foot and turn pected that he would land west of Dover, easily toward the west, reversing direction the direction taken it was soon evident that he would alight to the east-"Now I am in difficulties, for the wind ward. Only a few minutes after the wire

to make the landing upon this green spot. Circles Over Warships.

"I see a fleet of battleships in Dover harbor and fly over them to a point where see M. Fontaine with the French tri-I go in over the cliffs all right, but the descent is one of the most diffi-

"When I stop my motor instantly my machine falls straight upon the land from

again. have five children.

has lost her precious isolation. For a Frenchman, Louis Bleriot, one

The daring Bleriot left Les Baraques, three miles from Calais, at 4:35 a.m. Sunday, on one of the smallest monoplanes

The wind was blowing about twenty

Lambert, both of whom had hoped to Among the first to arrive were two cus-This sleeping seaport town experienced the keenest thrill known in a generation the keenest thrill known in a generation the curio hunters, who firmed the fact that he had a favoring himself, a stranger to many of the guests, when at sunrise yesterday morning a immediately sought to pull the machine

haze obscuring the sea toward the distant French coats, and, circling twice above the high chalky cliffs of Dover, alighted on English soil.

"Hardly had this been transcribed when the keen-eyed coast guard, scanning the sea with his telescope, shouted that Bleriot was within sight.

"Hastening to the cliff east of the bay was fortunate enough to arrive just a noment before the appearance of the airship, which was flying fast, like a gigantic hawk. The craft approached the cliff, growing larger every instant. The noise so swiftly did it come.

from right to left, and then turning his machine to the east came to the ground in the meadow. It circled with perfect ease, and made the landing gracefully, and even though it touched the land lightly it was slightly damaged."

Enthusiasm Spills Breakfast. M. Bleriot's friends took him quickly in an automobile to the old Lord Warden Hotel, by the pier from which mail boats depart. The aviator sat down to a breakfast of ham and eggs as calmly as though he had been out for an early morning

But his compatriots were not so calm. They surrounded him in an excited group, expressing their enthusiasm at his achievement, shouting for joy and embracing and kissing him. M. Bleriot was hungry, and he wanted to eat, but his friends insisted upon the

continuous reception, with the result that three orders of ham and eggs were swept from the table and under his feet, while the hugging and kissing continued. At this time a side door opened and pretty young woman rushed into the breakfast room. Without warning she threw herself into the arms of the aviator. The woman was Bleriot's wife, and she had followed him across the channel on a torpedo boat destroyer.

Sobbing, she cried: "Louis, Louis, mon cher Louis!" She seemed wrought up into a high state of nervous tension by the great dangers her husband had passed through. The mayor and other Dover officials called early and welcomed M. Bleriot in the name of the city and nation as the pioneer of international flight. It is likely

that the freedom of the city, the highest honor in the gift of the corporation, will be bestowed on the aviator. Flight Came Unexpectedly.

The townspeople of Dover, who have signal announcing that one of the avistarted, were absent from their posts. Only a few persons received the wireless warning of Bleriot's ascent. M. Lafontaine, a friend of the aviator,

arrived at the Lord Warden Hotel from Calais at midnight. He declined a bedroom, with the remark that he had an appointment to meet M. Bleriot at 5 o'clock. The hotel people thought the M. Lafontaine came to the signal landtling. There he planted the French flag. men decide to start. The sailors on the ships in the harbor were the first to discover that Bleriot was

approaching. They heard the buzzing of the motor two or three minutes before they could discern the aeroplane. Then of cars, and with almost as much noise. It reached the cliff near the gray turrets

Relic Hunters Attack Airship. It was not long before half the popula-tion of Dover, dressing as they went, in case he should fall.

were rushing toward North Fall Meadow. were crestfallen because they had missed toms officers. Close upon their heels were

to pieces for souvenirs. Many others, foreseeing that the monoplane would be treasured as a historic relic, wrote their stepped forward and set the motor in autographs thereon. The city officials conceived a happy

thought, and, with Bleriot's consent, raised a tent about the machine, and Every one expressed surprise at its

about 400 pounds, the motor being twenty-five horsepower. In the same machine Bleriot recently made a cross-country trip of twenty-five miles from Etampes to Orleans. It is the smallest of three he took to Calais. The machine is fitted with an airtight, sausage-shaped rubber bag, so that it would float if it descended to the sea.

small size. It is no more than twenty

feet across the wings, and its weight is

Ready to Share Prize.

Count Lambert came to Dover to confrom Hubert Latham, who a few days aeroplane manufacturer, for their conago failed in his attempt to cross the channel. saying: "I hope to follow you soon."

Bleriot early announced that if Latham

crossed yesterday he would share the prize with him, but the heavy wind and the rain that came up dashed the hopes of Latham's attempting to follow.

The American consul at Calais, James B. Milner, who came here with Count Lambert, said on his arrival that he had left Latham sitting with his head on his morpolance meening.

monoplane weeping. Cambon, the French ambassador to England, sent a message to Bleriot, which the French consul here read to him: "Kindly convey to M. Bleriot my erest congratulations on his grand cess. This from Cambon on behalf of the Mme. Bleriot's joy expressed itself in crystal tears, which only added to the

brightness of her eyes. Wife Says She Had to Be Near.

"I was certain that my husband could fly across the channel if any one could," said Mme. Blerlot. "But I had to be as near as possible to him, should an accident happen. So he got permission for me to follow his flight in the Escopette. "But the monoplane flew so much faster my sight. I was terribly anxious after ne disappeared. Oh, such a trying time! ceeded, and I was the happiest woman in the world. It's splendid, splendid." Bleriot is modest about his achievenent, deprepating the praises showered

on him, saying frequently:
"I am lucky. There are other aviators who can do as well. It is my good fortune to be the first. Bleriot remains here for the formal reception tendered by the mayor and corporation of Dover and also to get his

His Departure From Calais Watched by Anxious Crowd

CALAIS, July 26 .- "If I can't walk, will show the world that I can fly." And Louis Bleriot, with his crippled foot, has proved his words and has crowd and was acclaimed enthusiasticalcrossed the English channel on

wings of his little monoplane. When Bleriot flew away from the shores of France he left behind a pair of crutches on which he had been hobbling about up to the moment of of the Legion of Honor. taking his seat in his monoplane and a group of spectators filled with admiration at the man's daring, but fearful of TAFT'S

The applause when the monoplane rose in the air was restrained by anxiety and keen suspense, during which the group grew into a great crowd. When, however, word came that Bleriot had reached England a mighty cheer went up, which was the beginning of

celebrations everywhere. Steals March on Rivals.

In spite of his injured foot, Bleriot stole a march on his rivals, Latham and Count de Lambert. The former, deceived by the high winds of the day before, thought that a start would be impossible Sunday morning, while Lambert had gone to England to pick out a

At a conference of the aviators Saturday night it was decided that the torpedo boats should be at the disposimiles east of Dover, where the airship tion of Latham and the destroyer at been advised not to come to Cincinnati at the disposition of Bleriot, should the It was midnight when the rivals sepa-

rated, Latham going to Sangatte and Bleriot sleeping at Calais. At 3 o'clock Bleriot proceeded to the shed at Sangatte and his monoplane was pushed out. To the handful of people who had gathered there the spectacle dreaming of a flight to England had something awe-inspiring, even terrify-

Bleriot was quite cool. He cast aside his crutches and took his place in the monoplane, on which he had already

Monoplane Flies Easily.

The monoplane rose easily and made two circles above the land. Peasants aroused by the whirring of the motors appeared at their doors and cheered. Shortly Bleriot descended. His motor south-southwest breeze.

The critical moment was at hand. An-

motion. Bleriot pulled down his cap and settled himself calmly in his seat, waving farewell, and at 4:36 the aeroplane rose and sped seaward. charged 6 pence admission to view it. Fourteen minutes later, flying high The profits from this enterprise will go above the water, it was lost in the to the hospitals and the police pension mists overhanging the channel. The fund, and the exhibition did a rushing hearts of the onlookers beat fast, and business all day. Parts of the framework they screened their eyes until the monoof the monoplane were splintered on plane was a mere speck and finally landing. Bleriot's feat has aroused the most intense enthusiasm in aeronautical circles, where the achievement is regarded as a well earned victory for daring. The 28, the weather conditions were good and French Aero Club and the parliamentary Mrs. More met her sister's guests in the aviation commission telegraphed their garden.

Reckless Aviator Popular. "Hosanna, for the peace of

congratulations, the latter adding:

world." Bleriot is one of the oldest and most tributions to the progress of aviation. Only yesterday he was decorated with inventor of a searchlight for automobiles, and became interested in the problems of aviation in 1900. He sold out his factory in Orleans and came to Paris. Since then he has de-

than you've ever had before.

are in white, tan, pink, blue, gray, brown, reseda and natural linen color; all are exclusive, new styles;

bright, clean and fresh. The values are as high as \$10.00. The Clean Sweep puts the figures down to.....

the favorite shades, including white

natural, pink, blue, gray, catawba,

voted his time to aviation, and made countless experiments, crippling his resources to a great extent. Blerlot has displayed such reckless daring that his friends predicted that he would be killed. He has had numerous accidents and broken a dozen machines, but has never been dismayed by misfor-

He made his first cross-country flight Toury to Arthenay, made a flight of an hour at Doue and July 13 made a new record for cross-country from Etampes to Orleans. After Latham failed in his attempt to cross the channel Bleriot hurried to

Calais to try his luck. M. Blerlot returned last evening to stay over night from Dover aboard the destroyer. He was met by a cheering ly. He was escorted to his hotel, where many speeches of congratulation were

M. Bleriot, in response, said: "All I can say is that I am radiantly happy at my success. I am happy, also because I have received the decoration

STATEMENTS CONFLICTING ABOUT JUDGE HERRON.

Condition Reported as No Better But Not Serious in Telegram

CINCINNATI, July 26.-Judge John W. Herron, father-in-law of President Taft, who suffered a mild stroke of paralysis Saturday, was reported much better

to the President.

this morning. It is stated that Mr. Herron has shown such improvement that Mrs. Taft has

President Taft received a telegram this morning from Miss Herron, sister of Mrs. Taft, saying that Judge Herron, Mrs.

his condition is not serious.

Judge Herron was at the White House last May, for a visit of several weeks' duration, accompanying his daughter, Mrs. Lewis More, from Cincinnati. He was present at the afternoon garden party which Mrs. Taft gave Friday, May 14, ing many old acquaintances. He was not of complaint. able to take any active part in the pleasures of the occasion, and was seated in a shady nook midway between where the President and Mrs. Taft were receiving

shared her introductions with him. During his stay at the White House he received many old friends and enjoyed greatly watching the interesting scenes daily transpiring in the new home of his

their guests and the refreshment table.

where most of the company met subse-

daughter. It also happened that in being present at the party of May 14 he participated in the only one of the four Friday afternoons at which the program as planned was carried out. The first of the series of four garden parties, May 7, had to be changed to an indoor reception by reason of a heavy rain. At the third, May 21, Mrs. More received for Mrs. Taft, the latter's illness having commenced a few days earlier. It was also an indoor party by reason of rain. For the fourth, May Mrs. More met her sister's guests in the

Rockhill Arrives in the City.

William W. Rockhill, who has just relinguished the post of minister to China to accept that of ambassador to Ruesia, popular of aviators in France, and is the arrived in Washington last night from winner of the Osiris prize of \$20,000, in San Francisco. He appears to be in exgratulate his rival. A telegram arrived conjunction with Gabriel Voisin, the cellent health, and today called at the State Department to pay his respects to the officials there. Mr. Rockhill expects to remain in Washington several weeks

Store Hours Are From 8 to 5. Saturdays Store Closes at 6 P.M.

Messrs. Blumenthal & Langfeld, Baltimore's Leading Makers, Send Their Entire Season's Stock to the Hecht Stores!

Every woman in Washington knows what it

600 Stylish and Handsome Dresses, in the latest and most popular coat styles, made of the best materials, and perfectly tailored, as the productions of this famous firm always are. They

All the very Finest Suits in the purchase—about 420 all told

-are in another lot at \$5.00; all of them well worth \$15.00.

There's a great variety of extremely stylish dresses in finest

ramie cloth, Irish linens, Scotch linens, natural linens and in all

mustard, etc. The choice is almost unlimited, and embraces many exclusive creations and styles. All of these beautiful \$15.00 suits are to go on

means when we announce the sale of the Blumenthal & Langfeld stock each year==for at no other time is it possible to secure such amaz= ing bargains and select from such an ultra highclass display. Over 1,000 beautiful summer suits are now on sale, and you'll say they're the choicest, handsomest, most exclusively elegant creations shown this season. Here are the detailsand come expecting greater and better bargains

ALE LIVIII O

(Continued from First Page.)

borders, sodding or seeding bare places planting and caring for flower beds, pruning trees and shrubs, trimming hedges, removing dead trees, cleaning gutters and drain traps and sweeping paved roads and walks. In the autumn of 1908 some of the flower beds were planted with pansy plants and some with flowering bulbs for early spring bloom. In these plantings 22,000 pansies and 32,000 bulbs were used. In the spring of 1909 the beds were planted with 586,000 bedding plants and 5,000 tropical plants for sum-mer decoration. These beds were protected in most cases by hooped irons

placed around them. The special efforts made by Col. Cosby's force during the last five years to remove | receive \$00 per month, while those who the bare places and worn borders on the month. For those reasons the increase in lawns by resodding have been continued, and during the year 5,887 square yards of pay asked for is strongly recommended. sod were used for the purpose, vastly imtion of these employes be changed from An increase of \$4,000 is requested for park watchman to park policeman, as the

proving the appearance of the parks. "various reservations" in order that some of the small reservations may be placed in better condition by low stone walls

special care and plantings. Substantial and gratifying progress was made during the year in constructing cement copings around reservations, with corner posts of similar materials at en-

were built dunring the year.

Children's Playgrounds. subject of children's playgrounds in the annual report of the chief of engineers for 1904, and the recommendations therein made are repeated, namely: That an appropriation of \$3,000 be made for establishing, maintaining and caring for children's playgrounds on public reservations in Washington.

"In accordance with law," says Col Cosby, "authority was granted in the summer of 1905 by the officer in charge of public buildings and grounds to the Washington Playground Association for been increased from \$300 to \$400. The the temporary use of reservations Nos. smaller amount is not sufficient to keep 19 and 126, in the southeastern part of the city, as children's playgrounds, to replace unserviceable wheels with new During the summer and fall of 1908 a number of complaints were received Taft's father, is not improved, but that from residents in the vicinity of the his condition is not serious. | two reservations that their use for playground purposes constituted a serious nuisance. Upon investigation it was found that most of the abuses complained of were due to the fact that the playgrounds had not been under proper supervision, and permission for their use was temporarily revoked. It was, however, again granted the association on June 8, 1909, under regulations no blood feud with the authors of these and met several hundred persons, renew- which it is hoped will remove the cause

"The sum of \$3,000 is asked for establishing, fitting up and maintaining chil- sense, and means by it nothing more dren's playgrounds' on public reserva- sanguinary than a literary joust, we are tions. By existing legislation the officer with him, as Col. Watterson hath it, up in charge of public buildings and grounds is authorized to grant the use of the public grounds for children's most of the afternoon, and being, like playgrounds. But permission to use the grounds for that purpose is not sufficient. An appropriation is needed for fitting them up, and every year a certain expenditure is necessary for their care. extension and the renewal of apparatus

as it is worn out and broken. Executive Office Buildings.

The sundry civil act, approved March 4, 1909, appropriated the sum of \$40,000 for additional accommodations to the building erected for the offices of the but a neurosis; not pathos, but bathos; President. A general design of the proposed addition was drawn up by the officer in charge of public buildings and grounds and approved by the President. Three prominent firms of architects were invite in April to submit competitive plans and estimates along the lines of the approved design. Those submitted by Nathan C. Wyeth of this city were selected, and he was authorized to prepare, and has completed, the working plans and specifications of the building for the erection of which a contract will

soon be made. Park Policemen's Pay.

An increase is requested by Col. Cosby in the pay of the park policemen, and the establishment of three grades is recommended, viz.: Those who have served From the Louisville Courier-Journal. less than three years to receive \$780 per the Legion of Honor.

He is a graduate of the celebrated technical school of France. He is the discuss Chinese affairs.

The legion of Honor.

The positively declines to graduate of the celebrated discuss Chinese affairs.

The positively declines to graduate of the celebrated discuss Chinese affairs.

The positively declines to graduate of the celebrated discuss Chinese affairs.

served over five years to receive \$1,000

"The Washington park policeman." says Col. Cosby, "is probably the poorest paid man in the United States performing police duty. He has practically the same duties as the metropolitan police. and the same intelligence and physical qualifications are required of him. His moral character must be good. He has as many arrests to make as the average policeman, and his duties are as exacting. He runs the same risks as to injury from vicious people as the man doing duty on the street. He has a uniform to buy once a year in order to look neat. Yet with all of this the pay of these policemen is only \$60 per month The city government requires the street railway companies to pay their crossing police officers \$75 per month for a great deal less exacting and laborious duty. "The lowest grade on the metropolitan police force receives \$75 per month; the officers who serve three years faithfully have served five years receive \$100 per

latter designation indicates more clearly the duties they perform. Additional Watchmen.

"An estimate has also been submitted for four additional watchmen for Potomac Park; two for duty on the northern trances to walks. A total length of 3,214 portion of the park from 17th to 28th feet of coping and eighteen corner posts streets, where improvements are now in progress and will be well advanced by July 1, 1910. The remaining two are need-Special attention was invited to the ed for duty between the hours of 12 midnight and 8 a.m. to enforce the park regulations against fast driving and other practices now indulged in by a certain lass that frequents the park after midnight and that disregards the park rules because there is no watchman to enforce

> "The estimate for contigent expenses has been submitted in two items, following the appropriation act for 1910. It is recommended, however, that the two items be consolidated into one. This will allow the appropriation to be used indiscriminately for either of the items where most needed. The item for bleycles has the bicycles now in use in repair and also

The Old Songs Forever.

An obsolescent but lively subscriber, in the course of a very agreeable letter, urges us to continue our war upon the popular songs of the day. We enter an exception to his use of the word war, for our purpose is not homicidal and we have compositions, but if our correspondent to the Adam's apple.

Our principal objection to the modern songs is that they are entirely destitute of true sentiment. Aided by alcohol, true enough, they are capable of producing a sort of saccharine melancholy which sometimes culminates in copious weeping. but the effect here, we submit, is more physical than psychical. The juice of an orange pee! or of an onion, injected into the eyes, will make the tears flow in an equal flood, and the ingestion of a broiled lobster, half an hour before bedtime, will engender an even greater melancholy. Here, in a word, we have not emotion, not sentiment, but sentimentality. The tears that flowed from the eyes of the fashionable bucks of fifty years ago, when "Darling Nellie Gray" was sung, came from the heart, and were honorable alike to shedder and provocator. But the tears which follow "Are You Sincere?" today are the secretions of maudlin vulgarity. The old song writers were not cynics, but poets. The theory that love is a beautiful thing was the corner stone of their philosophy. They were not ashamed to set their ravishing melodies to simple words-to the ancient, halfarticulate vocabulary of ' true lovers. They assumed, as a cardinal principle, that love was both agreeable and perma-

Such Is Life. "Found a dollar yesterday."